2ND ANNUAL CCIB INTERMODAL SEMINAR

A TRUCKER’S VIEW

PRESENTED BY:
CUSHING TRANSPORTATION
DALE C. MAZZUCA
INSPECTION & INTERCHANGE PROCESS

AS SEEN BY THE CARRIER AND ITS DRIVER
PERSPECTIVE

- VIEW CHANGES DEPENDING ON HOW CLOSE OR INVOLVED YOU ARE
- THE FARTHER REMOVED - THE BETTER
OUTSIDE LOOKING IN

FROM A DISTANCE EVERYTHING IS AS IT SHOULD BE
CLOSING IN

- NOT ALWAYS AS CALM AS EXPECTED
- THINGS CAN GET ROUGH
SURFACE TENSION

- BAD DAY DOESN’T HELP
- AND IT CAN GET WORSE
- WHO DO I TRUST WHEN IT GOES BAD?
UP CLOSE

HOPEFULLY EQUIPMENT IS “OK” AND THERE ARE NO PROBLEMS
UP CLOSE - EXPECTATIONS

- EVERY INTERCHANGE WITH NO PROBLEMS AND NO REGRETS
- ONLY GOOD SURPRISES AND A “SMILE” EVERY TIME
UP CLOSE “AND PERSONAL”  
THE REALITY OF IT

- IF YOU DON’T PAY ATTENTION – SOONER OR LATER SOMEONE’S GONNA TAKE A BITE OUT OF YOU
“CHUMMING THE WATER”

- INCONSISTENT INSPECTION PROCEDURES
- VARIED DEFECT INTERPRETATION
- LACK OF TIMELY REPAIRS
- MIS-DIRECTED ASSIGNMENT OF RESPONSIBILITY
TRUCKER’S VIEW

- TRYING TO KEEP OUR HEADS ABOVE WATER
ORIENTATION

- EACH OF OUR DRIVERS GOES THROUGH AN EXTENSIVE ORIENTATION
- THEY ARE GIVEN THE MOST ACCURATE, UP-TO-DATE INFORMATION AND TOOLS
- NAME OF THE GAME - CYA
INCONSISTENT INSPECTIONS AND INTERPRETATIONS

“WHAT WE GOT HERE IS A FAILURE TO COMMUNICATE"

NO SUCH THING AS “OLD DAMAGE”

WHAT GETS DOCUMENTED?

DON’T WORRY – “IT’S OWNER RESPONSIBILITY”

WHEN IS IT DAMAGE?
**PRE-AGS**

- PRIOR TO 4/11/07 – SOME GATES REFUSED TO INCLUDE “OLD DAMAGE”
- ON 3/19/07 OUTGATE DRIVER ADVISES GATE PERSONNEL REFUSES TO DOCUMENT "OLD DAMAGE" ON OUTGATE INSPECTION - L/FRONT CORNER POST CUT, LSF PANEL 5” CAULKED CUT, LSR 5 BROKEN POSTS AND R/DOOR GASKET MISSING.
PRE-AGS

- GATES REFUSED TO INCLUDE “OLD DAMAGE” ON 12/18/06 OUTGATES
- GATE INSPECTOR (JC) REFUSING TO INCLUDE THE FOLLOWING “OLD DAMAGE” ON J1: 2 POSTS CUT LSC AND 2 POSTS CUT RSC.
- GATE INSPECTOR (JC) REFUSING TO INCLUDE THE FOLLOWING “OLD DAMAGE” ON J1: LSF PANEL 6" TAPED CUT, 1 LSC POST CUT, 3 LSR POSTS BROKEN AND RSR POST BROKEN.
OUTGATE 8/10/08 05:49AM
NO DAMAGE NOTED – INTERNAL INSPECTION REVEALED NO VISIBLE DAYLIGHT OR WET CONDITIONS
ARRIVED AT CUSTOMER 145 MILES AWAY

OLD REPAIR TO ROOF DAMAGE FAILED AT HIGHWAY SPEEDS
CUSTOMER REFUSED TO LOAD

“PIN” HOLES AT REAR HAD BEEN PROPERLY REPAIRED – NOT THE FRONT

145 MILES BACK TO CHICAGO
EMHU637790 - TERM

- RAIL CHOSE TO HAVE UNIT TERMINATED FOR REPAIR
- INGATE 8/12/08 12:02PM
- WE DRAGGED THIS TO & FROM WISCONSIN AND THEN BACK TO THE RAIL - 300 MILES FOR FREE!!
OUTGATED 8/20/08 19:38

DAMAGE ON INSPECTION INCLUDED: LF RADIUS CUT 6-12”
TRAILER RADIUS DAMAGE - 2

- OLD DAMAGE IMPROPERLY REPAIRED WITH CAULK HAD SPLIT OPEN
- THIS SEPARATION WAS TAPE BY OUR DRIVER BEFORE INGATING
TRAILER RADIUS DAMAGE – 3

- WITH TAPE JOB CLEARLY VISIBLE, INGATE OF 8/22/08 16:51 SHOWED ONLY BUMPER BENT - **NO RADIUS DAMAGE**
- SUBSEQUENT INTERCHANGES REVEALED:
  - O/G 8/26/08 17:48 LF RADIUS **“BENT**
  - I/G 8/29/08 12:56 NO DAMAGE
  - O/G 9/2/08 09:05 NO DAMAGE
FLOOR INSPECTIONS – BEFORE

- DRIVER’S INTERIOR INSPECTION INCLUDES A VISUAL & WALKTHROUGH
FLOOR INSPECTION - AFTER

- THE INTERNAL INSPECTION OF A DRIVER WEIGHING ABOUT 200# DOES NOT COMPARE TO THE FORCES OF A SEVERAL THOUSAND # LIFT TRUCK EMPTY OR LOADED
LATENT DEFECTS

- WHAT IS A DRIVER EXPECTED TO NOTICE?
- CHASSIS FRAME RAILS WHEN CONTAINER IS MOUNTED AND SECURED PROPERLY?
- "BENT" DOOR HARDWARE ON SEALED UNITS?
DOCUMENTED DAMAGE OR IS IT?

- WHEN DAMAGE IS REPORTED, WHOSE RESPONSIBILITY IS IT TO NOTATE IT PROPERLY?
- EVERY RAIL/CY HAS DIFFERENT CODES, COMPONENTS, ENTRIES AVAILABLE.
- REPORTED AS BENT “FUEL TANK BENT”
- GATE INSPECTOR NOTED DAMAGE AS “BROKEN REEFER UNIT UNDERNEATH”
DAMAGE

- ONE GOAL FOR ALL AND ALL FOR ONE GOAL
- ALL DAMAGE ACCURATELY DOCUMENTED
Tires

- Until such time as all units have tubeless radials with PSI or solid rubber tires – we all will have issues
- Blowouts
- Impact breaks
- Cut tires & run flats
- Flat spots (slid flats/skid flats)
BLOWOUTS

- BLOWOUTS HAVE BEEN GONE FOR SEVEN YEARS, YET THEY OCCUR
- DRIVERS CALL THEM IN AS BLOWOUTS
- VENDORS USED BY THE DESIGNATED ROAD SERVICE PROVIDERS STILL USE THAT DESCRIPTION ON SOME REPAIR TICKETS AT TIMES
IMPACT BREAKS

- AN IMPACT BREAK RARELY OCCURRED (OR WAS IDENTIFIED) UP UNTIL A FEW YEARS AGO
- EITHER TIRE TECHNOLOGY AND WORKMANSHIP HAS GONE BY THE WAYSIDE ALONG WITH TIRE DEBRIS, OR THIS IS THE NEW CATCH ALL RESULTING IN CARRIER RESPONSIBILITY
- UNFORTUNATELY, THE FAILURE RARELY OCCURS WHILE IN POSSESSION OF THE SAME CARRIER THAT CAUSED THE “IMPACT”
CUT TIRES

- AAR RULES SPECIFY: “TIRE SIDEWALL CUT/PUNCTURED THROUGH ONE OR MORE PLIES OF FABRIC”
- DURING OUTGATE GATE DETERMINED NOT A DEFECT – “TIRE SERVICEABLE”
- DURING INGATE AT THE SAME RAMP, SUPERFICIAL CUT NOW “QUALIFIED AS CUT TIRE”
RUN FLATS

- OBVIOUS RUN FLATS - SHREDDED OR HAVE STEMS SUCKED IN ARE NOT ISSUES.
- THE VARIOUS RULES INCLUDING AAR AND OSHA INCLUDES TIRES THAT ARE UNDERINFLATED BY 20%
- “HARD” TIRES HAVE BEEN DOCUMENTED AS RUN FLATS WITHOUT ANY JUSTIFICATION
SLID FLAT (FLAT SPOTS)

- TIRES THAT ARE SKID TO OR THROUGH THE CORD ARE NOT AT ISSUE
- CLEARLY OBVIOUS – TREAD DEPTHS NOT REQUIRED
FLAT SPOTS (OR NOT)?

- AAR RULES SPECIFY “A FLAT SPOT OCCURS WHICH REMOVES 4/32” WHEN COMPARED TO THE REMAINING TREAD
- VAST MAJORITY OF INSPECTIONS DO NOT INCLUDE ANY TREAD DEPTHS
FLAT SPOTS (OR NOT)?

- **DIAGONAL WEAR** – MULTIPLE FLAT SPOTTING
- **A FEW TYPES OF IRREGULAR WEAR MAY RESEMBLE FLAT SPOTS, BUT ACTUALLY RESULT FROM AND/OR ARE ACCENTUATED BY OTHER DEFICIENCIES; BEARINGS, TOE-OUT, MISMOUNTING, MISMATCHING, INFLATION AND MIS-ALIGNMENT.**
WHO IS RESPONSIBLE?
RESPONSIBILITY - 1

- WHEN A TIRE HAS A “CUT” – HOW CAN IT REMAIN IN SERVICE AND CONTINUE TO BE INTERCHANGED?
- CAN A “FLAT SPOTTED” TIRE REMAIN IN SERVICE FOR SEVERAL MONTHS BEFORE BEING CHANGED?
- IF A TIRE (FLAT SPOT) DEFECT IS NOTED DURING AN INGATE, BUT THE CHASSIS IS OUTGATED MINUTES LATER, HOW CAN THE CARRIER BE BILLED BASED ON AN ESTIMATE FOR AN INTERCHANGE WHEN THE CHASSIS WAS STILL IN CARRIER POSSESSION?
IF ANY EMPTY COMES FROM ONE RAIL, BUT IS LOADED TO ANOTHER RAIL – IS IT NO MAN’S LAND?

IF A RAIL CONTROLLED UNIT IS HELD OUT BY AN IMC FOR UNLOAD/RELOAD FOR OVER 10 DAYS – SHOULD THE CARRIER OR IMC BE RESPONSIBLE FOR BRAKE VALVE REPAIRS?
WHEN A CONTAINER IS MOUNTED ON AN OBVIOUS DEFECTIVE CHASSIS, HOW IS THAT THE CARRIER’S PROBLEM?

“ALL YA GOTTA DO”
COMMUNICATION

- OUR COMMUNICATION NOW
- WE MAY NOT BE ON THE SAME TEAM – BUT WE NEED TO USE THE SAME PLAYBOOK
COOPERATION

- LET’S PLAY THE GAME RIGHT AND WORK TOGETHER
- WE CAN SINK OUR TEETH INTO THIS PROBLEM